

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TO SAIL |
|---|--------------------------|---------------------------------|
| SHANGHAI, NAGASAKI, KOBE, YOKOHAMA | "BULOW", "Frosch" | WEDNESDAY, 11th August, 10 A.M. |
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG | "PRINZ LUWIG", "Bischof" | WEDNESDAY, 11th Aug., Noon. |
| MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE | "COELHENZ", "Raegener" | FRIDAY, 13th August, Daylight. |
| KUDAT and SANDAKAN | "BOAMEO", "Sembill" | Beginning of August. |

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 10th August, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

| NO. 1 DOCK. | NO. 2 DOCK. | NO. 3 DOCK. |
|------------------------------|------------------------------|-----------------------------|
| Docking Length 515 ft. | Docking Length 376 ft. | UN COURSE OF CONSTRUCTION. |
| Width of Entrance ... 80 " | Width of Entrance... 50 " | Docking Length..... 481 ft. |
| Water on Blocks 28 " | Water on Blocks ... 26 " | Width of Entrance... 63 " |

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roof, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favorably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 878, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.

Lieberm, Bootz, A. I. and Watkins.

Yokohama, April 28th, 1903.

A NEW FOUND BIDORADO.

STRIKING STORY OF THE OPENING UP OF A VAST DOMAIN.

In the Ducal Hall of the Golden West Exhibition at Earl's Court there is a huge map, some fifty feet in length, which has excited eager interest since it was placed on the walls.

In the early eighties the great plains of Minnesota and the two Dakotas in the Great Red River Valley, were almost magically peopled by settlers, who quickly broke the prairies into prolific farms, producing the first of wheat in such enormous measures as to raise the scare-cry of "over-production."

But there was no over-production. The increase of farms went steadily on; greater crops of wheat were marketed, and in the middle nineties the wheat-growers forged across the line into Western Canada and started the enormous development now being witnessed in Manitoba, Saskatchewan, and Alberta. The farmer went ahead of the railroad, crowded the cowboy and his cattle off their ranges, and converted the grass pastures into mighty gardens of golden wheat.

With all these millions of acres newly added to the wheat-growing area of North America, yielding to the farmers of the States and of Canada the grand aggregate of 750,000,000 bushels of spring wheat per year, the price of the cereal has steadily risen, and the dread of to-day is not that the markets will fail, the farmer, but that the supply of wheat will not be enough to meet the demands of the markets.

It is this salient fact that is causing a rising demand every year for more lands capable of producing this ever-profitable crop. Responding to this demand the great railways of America, in the States and in Canada, are hastening to open new opportunities to the growing army of grain and fruit producers.

A GREAT RAILWAY ENTERPRISE.

The latest and greatest of these railway enterprises is that of the Chicago, Milwaukee, and St. Paul Railway system; it has just recently completed an extension of its line from Mobridge, South Dakota, to Tacoma and Seattle, on the Puget Sound of the Pacific Coast. This new transcontinental division is 1,500 miles long, and opens up some of the most valuable agricultural districts in the great North-West. It has led to the discovery of vast areas of arable lands hitherto unknown to prospectors. Because of the general mountainous character of the country, the lines of migration westward have heretofore been carried far from the valleys and plateaux that have now been entered and revealed in the building of this new cross-continent line.

Traversing the north-western section of South Dakota, straight through Montana, across Idaho and the State of Washington, the new Chicago, Milwaukee, and Puget Sound division opens up to settlement and general development a fresh empire for agriculturists and speedily these new lands will be adding many millions of bushels of wheat to the annual production.

The first rail of the new extension was laid only three years ago, yet nearly every acre of the immediately available farming land along the route has been occupied by the alert farmers, who flocked to the rich opportunities revealed by the new road. In Western Dakota the settlement went far ahead of the actual laying of the rails, and crops for shipment were ready when the cars made their first hauls over the road.

30,000,000 ACRES OF FARMING LANDS. Careful investigations along the new line show that in Eastern Montana—a State whose name heliopolis suggested either mines or mountain ranges for cattle, sheep, and horses—there are more than 30,000,000 acres of arable farming lands, enough to furnish a hundred-acre farm each to 300,000 families, equal to 1,000,000 persons. The new Milwaukee line in this State alone is 700 miles long, and it is attracting thousands of settlers, who are determined to make homes and independence for themselves and their families. These are strong, ambitious, enterprising men of the class that make a State's most valuable citizens.

How much these new farmers will add to the food supplies of the world is indicated by a report from one county of an estimated yield of 3,000,000 bushels of wheat as against 500,000 bushels—the highest previous crop ever before reported from that county.

Farther west, in the State of Washington, where the climate and soils are especially favourable to fruits, great results are promised in the line of apples. This new railway line opens to cultivation and transportation over half a million acres of fine orchard lands. These, in due course of cultivation, will furnish an increase of 200,000,000 bushels of apples for the use of people all over the earth, while the orchard industry will supply labour and homes for thousands of workers and their families. Other fruits of hardy and transplanted species offer the orchardist the most inviting opportunities along the line, and it goes without a question that thousands of growers will profit by the early pre-empting of the new fruit areas.

Some suggestive ideas concerning this domain may be had at the Ducal Hall at Earl's Court, and a careful study of the great map will reveal how vast are the new lands that are inviting men of all nations to fields of enterprise, employment, and the profitable investment of muscle and money.

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET,

HONGKONG.

Hongkong, 1st September, 1909.

Public Companies.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 21st day of August, 1909, at Noon; for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1909.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 9th August, to SATURDAY, the 21st August, 1909, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 31st July, 1909.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd August, 1909, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 23rd August, both days inclusive.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.
Hongkong, 27th July, 1909.

Intimations

WANTED.

A YOUNG LADY ASSISTANT (British) for the Music Department of a Store. Apply by letter to—

MUSIC,
C/o Hongkong Telegraph.

Hongkong, 7th August, 1909.

(38)

YUEN HING,
NO. 4, D'AGUILAR STREET.

FACTORY SWATOW N. KIA LAK.
MANUFACTURE WHOLESALE & RETAIL DEALERS in all kinds of hand-made DRAWN and EMBROIDERY CHINESE LINE GRASS CLOTH, PEWTER WARE, &c., all of the best quality. Hoogkong, 5th August, 1909.

(373)

FURNITURE WAREHOUSE,

LI KWONG LOONG & CO., CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at No. 39, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd) A. S. WATSON & CO.

25th May, 1909.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st August, 1909.

(38)

JUST LANDED:

The well-known and famous brandy "Bisquit Dubouche & Co."

Par. Bot.

XXX. Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE, Sole Agent.

Hongkong, 30th April, 1909.

(40)

D. NOMA, PROFESSIONAL TATTOOER AND THE EXPERT REMOVER OF TATTOO MARKS, NO. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engraving, care must be taken to have the work done in a perfect, high-toned manner, in order to take special precautions against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a specialty.

Hongkong, 1st September, 1909.

(41)

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.
Lessons Given. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, 10, Bedford Row, W.C.
GALUTTA, 19, Beauchamp Street.
SHANGHAI, 106, Nanking Road.
Hongkong, 1st March, 1909.

DRAGON CYCLE DEPOT,
GODOWN No. 54, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909.

(42)

Intimation.

BIRMINGHAM'S UNIVERSITY.
DESCRIPTION OF THE FINE BUILDINGS
WHICH THE KING OPENED.

In view of the great interest which attaches to the Hongkong University scheme and to the fact that it is proposed to model it after the Birmingham University, the following description of the fine buildings of the latter, taken from the *Pall Mall Gazette* of July 6, will be read with interest:—

Birmingham is making busy and clive preparation for the visit of their Maj. & Cons. tomorrow to open the new building of its University, and the three-mile route between the University and the Council House will be the scene of a truly Royal progress.

Thirty years ago, when the late Sir Josiah Mason laid the keel of the present venture by founding his Science College, he set it up as near the centre of the town as possible, and the old buildings remain a rather gloomy neighbour of the famous Town Hall, shut into a narrow street, where there is neither light nor elbowroom. The new University changes all that, as we shall see.

The fact is, Birmingham has undergone a transformation since Mason's time. Its favourite Mayor in those days has since become a statesman on an Imperial scale, and the pioneer of a new patriotic era. His successor at Birmingham today is a Lord Mayor, with a mace and everything handsome about him.

The town is no longer a sub-diocese of Worcester, but a city with a bishop and a cathedral, and an active Church propaganda which would have been unthinkable in the days of George Dawson and Angel James.

The bipartite of fierce irreconcileable Radicalism has become the stronghold of Tariff Reform and Unionism, and it set a staunch example at the last General Election, when the capital and so many other centres of political opinion fell away from grace. This aspect of politics and religion finds a correlation in many of the other aspects of the city—administrative, technical, commercial; and all this new spirit of thoroughness and renovation is embodied in its University.

Huxley opened the new building in 1880, and the lines on which the College was to be administered precluded religion or dogma of any kind. This, however, was the only proviso that Mason fixed. He fore saw that in other matters his views must in time be superseded, and—a thing which few founders have the brain or imagination to see, let alone to do—he made the institution free of the dead hand—that is, he left the governors' power to override any wishes of his own.

This made it possible for the College to absorb a Medical School, and expand in various ways, but chiefly to enter on the new era of development opened up by Mr. Chamberlain. In 1888, he boldly proclaimed the need for a Midland University, in two years he had obtained the necessary Charter, and when Mr. Carnegie sent a gift of £50,000, with the advice to go and see what was being done in America, the governors did the wise thing in accepting the cheque and the hint as well.

Years before the Moseley Commissions had been dreamt of, the present Lord Mayor of Birmingham (Alderman G. H. Keorke) and two professors were constituted a committee of three to make a tour of the best universities in the States; so, for once in a way, wisdom was brought from the West instead of the East, and the educational tradition of many centuries was set aside. It remains to be seen how far American ideas have been adopted, and how far they will work in England; but up to the present the blend seems more than justified.

In 1900 Mr. Chamberlain was able to announce as the new Chancellor to the University, that they had received promises of a quarter of a million of money and to ask for another; also that Lord Calthorpe had handed over twenty-five acres for the new site—a veritable windfall for the scheme.

This plot, which the same donor has doctored since, is three miles away from the City on its south-west side, half way between the Cadbury colony at Bourville and the chief suburb of the city, Edgbaston. It has a rising elevation of a commanding kind, and easy access to Bristol road, the best approach to the city. No wonder, then, that the architects appointed, Sir Astor Webb and Mr. Ingress Bell, have risen to the occasion and erected a cluster of halls and towers worthy of the site and the scheme, and combining a strictly utilitarian purpose with a sense of the dignity and breadth of modern learning.

Even now there remain three blocks to be added in the future, as growth demands it and funds permit; but the new departments now added for chemistry and physics, etc., give a vivid idea of the scheme in its fulness—a lofty central hall and tower, with a fan of nine three-story wings radiating out into an enormous semi-circle, with plenty of air-space between, and easy access to the power-houses on the terraces below. The works of the University include a forge, a foundry, a series of furnaces, experimental plant for the metallurgy school, gas and electric works for the entire area, and an experimental mine, which honeycombs about an acre. Beyond are the hostel for men and women students and recreation grounds of the fullest description.

One of the central features of the scheme is the Chamberlain Tower (33ft. high), commemorating the University's first Chancellor, and provided by an anonymous donation. It is to subserve the purposes of an observatory, for one thing, and if a certain just of the Principal's be carried out, may develop into a testing station for wireless telegraphy. Under this tower one approaches a magnificent main facade, with a gallery of statues over the main entrance arranged in groups of three—Beethoven, Virgil, and Michel Angelo to the left; Watt, Faraday, and Darwin to the right; and Shakespeare in the centre of a pair, who seem to be Aristotle and Milton.

Within, is a spacious marble entrance hall, and beyond this is the Central Hall, 150 ft. in

length, 73 ft. in breadth, 66 ft. in height, and

equipped to perfection in every way. Lit with superb stained glass, it is one of the most imposing halls in Europe, and will be worthy of the Royal ceremonies of inauguration.

It remains to collect the quarter of a million which is to defray the cost of building, etc., and at Birmingham and her neighbour cities have already given two or three times this amount, it is not too much to hope for a similar response from the country and the Colonies. These last, especially, since they are likely to draw so largely on the young talent fostered by a scheme which the Chancellor, the great promoter of Colonial unity, has so much at heart.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE,"
FROM ANTWERP, MIDDLEBRO',
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by:

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 4th August, 1909. [572]

NOTICE TO CONSIGNEES.

P.T.P. & O.S.N. Co.'s Steamer
"CALEDONIA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be unitted out by Mark and, and delivery can be obtained, as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Marmora*.
From Australia, ex S.S. *Macedonia*.

From Calcutta, ex S.S. *Nora*.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 10th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 4th August, 1909. [572]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship.

"HITACHI MARU,"

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO DAY.

Goods not cleared by the 12th August will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 5th August, 1909. [458-459]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship.

"KARONGA,"

Captain Leslie, having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 16th inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading can be countersigned by:

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 9th August, 1909. [581]

Intimations.

A SILLY SAYING.

"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago; the work of civilizing and redeeming it however, has since been triumphantly accomplished; and as a leading ingredient in the remedy called

WAMPOLE'S PREPARATION

the oil retains all its wonderful curative properties without bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry; creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

HONGKONG AVERAGE MARKET PRICES.

Corrected 7th August, 100 cts. per 5 Max.

BUTCHER MEAT.

Corrected 7th August, 100 cts. per 5 Max.

Beef skirt & prime cut—Mei Lung Pa

" Corned—Ham Ngau Yuk

" Roast—Salu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chau

Bullock's Brains—Know

" Tongue fresh—Ngau Li

" " corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Kook

" Kidneys—Ngau Yiu

" Cocoanuts—Yeh Ts

" Tail—Ngau Mei

" Liver—Ngau Oon

" Tripes (undressed)—Ngau To

Calves' Head and Feet—Ngau-chai

" " knuckle—set \$1.00

Mutton Chop—Young Pa Kwt

" Leg—Young Poi

" Shoulder—Young Shan

Pigs' Chilings—Chi cheong

" Brains—Chi Know

" Feet—Chi Keok

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

" Eggs, Hen—Chi Tan

" Fowl—Chi Pal Kwt

" Corned—Ham Chi Yuk

" Leg—Chi Pel

" Fat or Lard—Chi Yu

Sheep's Head and Feet—Young Tau

" " Keo

" Heart—Young Sum

" Kidneys—Young Yiu

" Liver—Young Gon

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 10th March, 1909. [584]

| | Cents. |
|-----------------|--------|
| Shark—Sa Yu</td | |

Intimation.

**A. S. WATSON & CO.,
LIMITED.**

ESTABLISHED A.D. 1841.

**AERATED WATER
MANUFACTURERS.**

SPECIALTIES:

DRY GINGER ALE.

LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

**PALATABLE
AND
REFRESHING.**

**Watson's
FRUIT SYRUPS**

mixed with aerated or plain water
make excellent refreshing beverages.
Guaranteed to be made from the
pure juice of sound ripe fruit.

**A. S. WATSON & CO.
LIMITED,**

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

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NOTICE.
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 10, 1909.

A VILLIFIED GOVERNMENT.

So often has the Portuguese Government come under the limelight of scathing public criticism, more especially in all that concerns its undertaking in the nature of reproductive public works, that it is almost refreshing to come across any commendation of a much vilified administration. That need of praise reaches us in a recent number of the *Railway Times*, of London, a leading magazine in the metropolis devoted to railway affairs. The reference therein appearing is particularly opportune as it pays tribute, on the principle of *patrum qui merit seruit* to a distinguished visitor who is sojourning in Hongkong as the Special Commissioner of the Government of Lisbon on an important diplomatic mission. We allude to His Excellency General Sir Joachim Machado, K.C.M.G., the Macao Delimitation Commissioner. General Machado has been known to the British Government and the nation as one of the most advanced advocates of railway undertakings in Portuguese Africa, the development of which territory he has been very largely instrumental in bringing about, conjoinly with British capitalists, as the joint-owners of the projects he had carried out in Africa. Similarly as the representative of his Government in the negotiations and subsequent construction of the West of India Portuguese Guaranteed Railway, General Machado had rendered such signal service to his country as to now receive the well-deserved reiterated recognition of those whose good fortune, commercially speaking, it has been to invest in the Anglo-Portuguese

enterprise. These observations bring us to the reference to the Portuguese Government in India in connection with the Guaranteed Railway Company of which Major-General Sir Henry Green, K.C.S.I., C.B., is the chairman of directors. Speaking at the last annual meeting of shareholders in reference to the important Portuguese port of Mormugao, which bids fair to become a thriving centre of activity on the N.W. coast of India, now that the hinterland has been sufficiently developed by reason of the existence of the railway, Sir Henry Green said: "With reference to the extension of the harbour and the provision of further facilities for dealing with traffic, which I told you last year had been sanctioned by the Portuguese Government, the latest reports show that very satisfactory progress is being made with the different works. Two new crossing stations have been opened on the Ghats, thus enabling more trains to be passed over this difficult section. A supplementary water supply has been laid on to the quay which, with the former supply, the joint representative considers will meet all present and immediate future requirements. Six lighters and some facilities for dealing with their loading and discharge have been installed. A first-class suction dredger capable of dredging 300 tons per hour has been sent out to replace the old pontoon-grab dredgers which, besides being worn out, were not equal to keeping the harbour properly dredged. All the machinery and plant for the harbour extension works have been sent out, the preliminary work has been done, a number of blocks have been made, and block making and setting should be in full swing after the Monsoon, which we are advised has already set in. When the extension works have been finished, we shall have 300 feet more quay with a depth at low water of 30 feet protected by 500 additional feet of breakwater. Provision having been made for more harbour accommodation with improved facilities for dealing with increased traffic, our attention is now called to our supply of rolling stock. All our locomotives have been in use for twenty years and upwards, and the M. and S.M.R. have pointed out that some new ones and also additional coaching and goods' stock are absolutely necessary. The requirements are being carefully examined, and we hope with the assistance of the M. and S.M.R. shortly to formulate a scheme which will meet with the approval of the Portuguese Government. The improvements that have been, or are being, made, are all at the expense of the Portuguese Government, for, as I told you last year, the cost is being met by the revenue which that Government has sanctioned our retaining until the estimated total cost has been received." Carried unanimously.

On the motion of Mr. Fleming, seconded by Mr. Machado, the appointment of Messrs. J. W. Bandow and C. E. Anton as directors was confirmed.

Messrs. C. Lenzmann and H. E. Tomkins were re-elected directors on the motion of Mr. Silva seconded by Mr. Berindoaque.

The retiring auditors, Messrs. A. O'D. Gourdin and W. H. Potts, were re-elected for the ensuing half-year, on the proposition of Mr. Silva seconded by Mr. Machado.

The Chairman:—That concludes the business of the meeting, Gentlemen. Dividend warrants are now ready and may be obtained upon application. Thank you for your attendance.

SUBSIDARY COINAGE QUESTION.

The Chairman:—I am very glad, Gentlemen, that I can now conclude the formal business of the meeting with the announcement that dividend warrants may be had on application. The account put before you is a very good one, but *patrum qui merit seruit* and on that principle I am bound to admit that for a great deal of its goodness you are indebted to the unsworn care and vigilance of your secretary, Mr. Clarke. I verily believe he eats and drinks and sleeps and dreams all the time thinking of his Company and your interests. Before one eye sees that broad shining river with his boats running up and down and before the other lies spread the Portage Bill and Expenses sheets over which he sometimes groans aloud. (Laughter.) You could not have a better secretary or man more devoted to your interests, but with all his care and much as he loves to pour over his accounts and analyse and compare them, there is one item which, I am sure, he is ashamed of and for which I, too, would blush if I knew how. That is the item of \$18,589.64, loss on subsidiary coinage. That is a pretty confession for the chairman of a company to have to make and a nice burden for a British company in a British Colony to have to bear. At that rate of loss, \$56,000 per annum, we shall have lost in less than five years over a quarter of a million of dollars. That may seem a small sum to the rich and prosperous Government of Hongkong, but it is a very serious charge on a company like this—and we are not the only company that suffers—and I cannot believe that the Government mean to look on quietly and do nothing while we suffer these heavy losses. It is true that in the past we owe little to those who sit in high places for commencing with those old sailing ship captains and merchants who refused to quit the port when ordered to do so by the sapient Government of that day who wanted to abandon it down to the present we have usually had to look after ourselves and take care of ourselves in a crisis, but although the Colony has been made by trade and built up by traders, like ourselves still we pay our taxes and have a right to expect something in return from those who receive the money. In business there are few worse things than a disbarred signature, but in this case the Government is not only disbarred its bills but is actually allowing

LOCAL AND GENERAL.

This local agent of the Chinese Engineering and Mining Co., Ltd., informs us that the total output of the Company's three mines for the week ending 24th July, 1909, amounted to 26,139.10 tons, and the silts during the period to 74,191.90 tons.

ALTHOUGH, owing to conditions of trade, the past year has been unfavourable to the Chinese community, signs are not wanting, says the British Resident of Negri Sembilan, that the Malay peasant becomes more prosperous and well-to-do year by year.

POLICEMAN O'Connor, of the Water Police Station, charged two boatmen in the Police Court, to-day, with making fast to the Manila steamer *Zefiro* (Captain Roger) while that vessel was under way in the water of this Colony. The defendant pleaded guilty, and was ordered to pay a fine of \$10 each.

Macao Steamboat Co.**SUBSIDIARY COINAGE QUESTION.**

MR. SHEWAN'S SCATHING CRITICISM
OF HONGKONG GOVERNMENT.

The eighty-sixth ordinary half-yearly meeting of shareholders in the Hongkong, Canton and Macao Steamboat Co., Ltd., was held at the office of the Company, Hotel Mansions, at noon, to-day, for the purpose of receiving a report of the directors, declaring a dividend, confirming the appointment of directors, and electing directors and auditors. Mr. Robt. Shewan (chairman of directors) presided. There were also present:—Messrs. J. W. Bandow, C. E. Anton, F. A. Gomes, C. Lenzmann, H. E. Tomkins, W. Helm, E. R. Fuhmann, H. A. Siebs (directors), W. E. Fuhmann (secretary), A. H. M. da Silva, J. M. E. Machado, D. D. Guzard, L. Berindoaque, and W. N. Fleming.

The Secretary having read the notice convening the meeting,

The Chairman said:—Gentlemen.—The report and statement of accounts having been in your hands for the usual period, we will, with your permission, take them as read.

It is with feelings of great pleasure that your directors present you with what must be considered, very satisfactory figures for the half-year's working, and we trust that the proposed appropriations of funds will meet with your approval. The net earnings of steamers and the amount at credit of profit and loss account are the largest for any corresponding period since 1903, and the gross earnings exceed those of any similar period in the history of the Company. The result now laid before you has been attained under severe competition, and increased charges of over \$10,000 in consequence of low exchange, increased light dues and loss in exchange of subsidiary coins, as compared with the corresponding period of last year. The total loss by subsidiary coinage amounted to \$18,589.64 for the period under review. You will notice the very substantial increase of \$9,446.25 in investments in public companies, since the last report. This increase is due to further investment of \$39,607.75 and the appreciation of values over depreciation amounting to \$39,838.50. A similar amount of \$39,838.50 is shown to the credit of the fluctuation account. All the values of our investments have been adjusted, in accordance with the quotations current at close of the half-year. Business being very slack during June the opportunity was taken to replace the defective paddle shaft of the steamer *Hornby*, by the new shaft recently received from England. All the vessels of the fleet are now in good order. I do not think of anything else calling for special comment, but should any shareholder require any further information, I shall have pleasure in answering any question.

There being no questions, Gentlemen, I beg to propose the adoption of the report and statement of accounts as presented.

Mr. Fleming, in seconding, said that the management and shareholders might be gratified by the fact that the Government has sanctioned our retaining until the estimated total cost has been received. The case was referred to the Chief Justice held otherwise, and the business continued.

Mr. Haxton was re-called to the stand. In answer to questions put by Mr. Slade, he stated that the temperature of both companies' ice was eighteen degrees. The ice used in this test weighed eight pounds. The test started at seven and an hour later both blocks of ice weighed 7lb. 12oz. At ten o'clock the Milling Company's product weighed 6lb. 8oz, while the Ice Company's was 6lb. 9oz; at twelve o'clock Milling Company's 5lb. 4oz, Ice Company's 5lb. 5oz; at one o'clock Milling Company's 4lb. 4oz, Ice Company's 4lb. 7oz; at three o'clock, Milling Company's 2lb. 1oz, Ice Company's 2lb.; at four o'clock Milling Company's 1lb., Ice Company's 1lb. 4oz; at five o'clock Milling Company's 1lb. 8oz, Ice Company's 1lb. 12z.; at six o'clock Milling Company's 8oz, Ice Company's 1lb. 10z, at 6.40 o'clock Milling Company's 1lb., Ice Company's 1lb.

The witness then referred to the question of percentage. He said that in the first test the Ice Company's ice was 7.9 per cent. in favour of the Milling Company's; the second test 5.4%; in the third test 5.8%—mean 6.35%. According to this contract, the Milling Company had agreed to supply the Ice Company with 6,500 tons of ice per annum, and according to the tests there would be, on that amount, a wastage of 400 tons more than the ice produced by the Ice Company. The reason why the Milling Company's ice melted faster than that of the Ice Company was because the needles in their ice were more exposed to the air. The witness added that the machine of the Milling Company required some apparatus in order to protect the core in the ice.

Mr. McNeill wanted to know what apparatus was used. He wanted the name of the party, if it were missing.

Mr. Slade said it was for his friend to find out. Continuing, witness remarked, in answer to the Chief Justice, that the core in the Milling Company's ice could be drilled out. That would be a very expensive job, and would leave a hole in the ice. The core in the Ice Company's ice was not sold; it was knocked off before the ice was sold. Irrespective of the core, the size of a block of clear ice produced by the Ice Company was half, and weighed about twenty-five pounds. Regarding the tests, witness thought the difference in melting would be the same if he used a block of fifty pounds.

The Chief Justice—Do customers object to ice with needles—not core?

Witness—We have no objection.

But some of your ice have needles?—If our ice is too bad we don't sell it.

Mr. Clarke, a fitter, formerly engaged in the Quarry Bay Shipyard, said that Mr. A. H. Renouf employed him to take charge of the Milling Company's ice plant, at which time the plant had already been erected. As regards the work witness took all his orders from Mr. Boyer. In the early part of June a trial of the machine was made, but it had to be stopped owing to a crane breaking. At the next trial the crane broke again. During the trials the machine ran very well and smoothly. With the exception of the snapping of a spring the machinery ran well for seven days.

Mr. Slade—Did you ice the ice produced?—Yes.

Was the ice produced at first better than that produced later?—The first ice was not so good. In what way was it not so good?—It was not so clear.

How much ice did the machine turn out per hour?—A ton per hour.

The witness then described the working of the machinery, the way in which ice was made, etc., and the Court adjourned for fifteen minutes.

In the afternoon, the Court adjourned until to-morrow morning, and the Judges and the parties interested proceeded to East Point to inspect the ice produced by the two companies. They travelled to Causeway Bay by tram, leaving town at half-past three, and returning about five o'clock.

the subscription of our Sovereign to be honoured on their coins. Incidentally, they are throwing away what used to be a fine source of revenue, but that is a small matter to them which can be easily remedied by slapping another tax or two on our poor inhabitants. We all know, or at least we have the word of a great man for believing, that the world is governed with very little wisdom, and so we do not look for much wisdom or courage or foresight from those in authority over us, but even so granting all that the apathy and supineness they show in a matter so seriously and so prejudicially affecting the interests of the whole community is amazing and astounding even for them. Shipping people know well that fares and freights cannot be raised as we like but are governed by competition. It all comes to this that if the Government did its duty we should not be forced to receive coins that are worth less than their proper value by six to ten per cent. (Applause.)

This concluded the business of the meeting.

THE ICE CASE.**DIFFERENCES IN QUALITY OF ICE.**

The hearing was resumed in the Supreme Court, to-day, before the Full Court, the Chief Justice and Mr. Justice Gonzer presiding, of the action brought by the Hongkong Milling Company, Limited, against Messrs. Arbold, Karberg and Company to recover the sum of \$100,000 from Messrs. Arbold, Karberg & Co., the plaintiffs, who are in liquidation. Percy Smith being the liquidator—claimed this amount for damages for alleged breach of warranty, under an agreement dated 23rd March, 1907.

Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, of Messrs. Hastings and Hastings, appeared for the defendants. Mr. Duncan McNeill and Mr. C. J. Alabaster, instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiffs.

When the case opened, Mr. Slade raised the point about certain documents which the creator of the ice-plant, Mr. Boyer, had made, and he questioned whether those papers were privileged to be admitted as evidence.

Mr. McNeill argued that they were. The Chief Justice held otherwise, and the business continued.

Mr. Haxton was re-called to the stand. In answer to questions put by Mr. Slade, he stated that the temperature of both companies' ice was eighteen degrees. The ice used in this test weighed eight pounds. The test started at seven and an hour later both blocks of ice weighed 7lb. 12oz. At ten o'clock the Milling Company's product weighed 6lb. 8oz, while the Ice Company's was 6lb. 9oz; at twelve o'clock Milling Company's 5lb. 4oz, Ice Company's 5lb. 5oz; at one o'clock Milling Company's 4lb. 4oz, Ice Company's 4lb. 7oz; at three o'clock, Milling Company's 2lb. 1oz, Ice Company's 2lb.; at four o'clock Milling Company's 1lb., Ice Company's 1lb. 4oz; at five o'clock Milling Company's 8oz, Ice Company's 1lb. 10z, at 6.40 o'clock Milling Company's 1lb., Ice Company's 1lb.

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"Fatshan" Incident.**SELF-GOVERNMENT SOCIETY'S FURTHER ACTION.****FRIENDLY RELATIONS WITH MESSRS. BUTTERFIELD AND SWIRE ACCLAIMED.**

[From Our Own Correspondent.]

Canton, 9th August.

As the result of the meeting held on the 5th instant in connection with the *Fatshan* incident by the Canton Self-Government Society when the family of the deceased passenger agreed to accept the offer of the British firm of Messrs. Butterfield and Swire of the sum of \$5,000 as compensation, the amount in Hongkong noted is reported to have been handed to the family's representative, Ho Yu Tin, on the 8th instant who duly acknowledged receipt of the money. According to the rate of exchange on that day, at 8%, the \$5,000 Hongkong notes realized \$5,016.00 in Canton 10-cent pieces.

The Self-Government Society has been requested to inform the Chinese in other ports and abroad of the payment of the compensation and at the same time to ask them to smooth over the differences hitherto existing between the Chinese and the firm of Messrs. Butterfield and Swire on account of the *Fatshan* incident and to restore the friendly relations which had existed with the shipping firm before the occurrence of the unfortunate affair.

This vexed question, which has remained far too long awaiting a settlement, has furnished grounds for fruitful comments

Telegrams.

HONGKONG TELEGRAPH SERVICE.

HONGKONG UNIVERSITY SCHEME.

VICEROY CHANG'S ENTHUSIASM.
[By courtesy of the "Sheung Po."]

Peking, 9th August.

H.E. Chang Jen-chun, Viceroy designate of Nanking, having memorialized to the Throne to the effect that the Hongkong University, which proposes to attach great importance to the study of applied sciences, will be conducted on lines similar to the London University, and His Excellency having (in the memorial) applied for a contribution of \$200,000, the Prince Regent is very much in favour of the scheme.

NANKING VICEROYALTY
VICEROY CHANG TAKES OVER SEAL.

[By courtesy of the "Sheung Po."]

Shanghai, 9th August.

Viceroy Chang Jen-chun has fixed the 11th inst. for taking over the seals of office.

MACAO'S DELIMITATION.

ALLEGED FOREIGN INTERFERENCE.

[By courtesy of the "Sheung Po."]

Peking, 9th August.

A certain country (?) has made tentative overtures to interfere in the matter of the delimitation of the boundaries of Macao.

The Waiwupu is strenuously opposed to any such intervention.

TUAN FANG AND TIEH LIANG.

IN DISAGREEMENT.

[By courtesy of the "Sheung Po."]

Peking, 9th August.

Their Excellencies Tuan Fang and Tieh Liang being in disagreement, the Grand Councillors contemplate entertaining them at a banquet so as to smooth over the differences between these two high officials.

NORTHERN RAILWAYS.

OFFICIAL INVESTIGATIONS.

[By courtesy of the "Sheung Po."]

Peking, 9th August.

It was the original intention of H.E. Hsu Shih-chang, president of the Ministry of Posts and Communications, to hold a personal inquiry into the affairs connected with the Peking-Hankow Railway.

As he is now prevented from carrying out that intention he has expressly deputed Luk Shui-sling to investigate the affairs of the Peking-Fengtien Railway and San Po-hung to conduct an inquiry into the working of the Peking-Hankow Railway.

EXCISEMAN HURT.

DISTURBANCE IN AN OPUM DIVAN.

Ip Chau, a huk-mai, of 14, Holland Street, West Point, was remanded in the Police Court this forenoon, on a charge of assaulting an exciseman, while in the execution of his duty.

The exciseman, Ch'u Hung, stated that about four o'clock yesterday afternoon he and four other men visited an opium divan at 542, Queen's Road West, in search of illicit drugs. There they met the defendant lying on a bed, with an opium-pipe in his mouth. He objected to being searched, and threw an earthenware pillow at complainant, striking him on the left temple, causing a nasty wound.

All this the defendant denied, and applied to the Court to call witnesses. He said that he was in the divan at the time the exciseman arrived. He was reading a paper. The exciseman, Ch'u Hung, approached him, snatched the paper from his hand, seized him by the queue, and attempted to floor him.

The magistrate (Mr. Harlaud) inquired of the defendant how the complainant was struck the temple.

"Somebody else buried the pillow at him," came the answer.

As the defendant required to call witnesses, the magistrate (Mr. Harlaud) inquired of the defendant how the complainant was struck the temple.

"I do not know who buried the pillow at him."

As the defendant required to call witnesses, the magistrate (Mr. Harlaud) inquired of the defendant how the complainant was struck the temple.

Chief Officer Suspended.

SERIOUS CHARGES AGAINST MASTER OF "SHIU ON".
UNSUBSTANTIATED.

INTERESTING CASE AT MARINE COURT.

A very important case was heard in the Marine Court this morning, when an inquiry was held regarding charges of misconduct on the part of the Master and Mate of the British s.s. *Shiu On*. Lieut. C. W. Beckwith, R.N., Acting Harbour Master, presided. The assessors were Lieut. Henry Butterworth, R.N., (Tamar), P. H. Rolfe (Master of the *Yuenlong*), A. E. W. Hodges (Master of the s.s. *Fatshan*), Mr. W. E. L. Shenton (of Messrs. Deacon, Looker and Deacon), appointed for the Master of the *Shiu On*.

After the usual preliminaries, Mr. Shenton opened the proceedings by saying there were three charges against the Mate (W. J. Hanlon) which were as follows:

1. Disobeying and refusing to obey lawful orders.

2. Drunkenness while on duty.

3. Causing prejudice to good order and discipline on board ship.

The master of the S.S. *Shiu On* (A. N. Seaton) was called to the box.

Mr. Shenton—How long have you been at sea?

Witness—Thirty-two years.

During the whole of that time, was there any question as to your conduct at sea?—No.

Were you on a voyage from Kowloon to Hongkong on the 19th July?—Yes.

Proceeding, witness said that when he got clear of Kowloon at 5.50 p.m. on the 19th July, the Chief Officer (Hanlon) was on the bridge. While going down the Southern Channel, the pilot, Chief Officer and quarter-master were on the bridge, where the mate remained for about an hour. In witness' opinion, the Chief Officer had been drinking.

By the Court—He looked as if he had been drinking?—His face was flushed and he was sarcastic.

The master was in his room about an hour, when his ship overtook the *Shiu On* and witness stood in the doorway to see how they got on. About 8 p.m., the pilot, according to his orders, slowed down and the mate commenced to criticize his action in a loud tone of voice.

Was it loud enough to be heard by anyone on the bridge?—I don't know whether they could hear it, in the pilot-house. I heard it eight feet away.

After that, witness went on deck and Hanlon came out to use most abusive and filthy language.

What is your opinion, was his condition at the time?—He was drunk and I ordered him on to the bridge.

What did he do?—He said he would see me in bell first. He would not go to his room but went on deck still abusing.

About this time, did you say anything to the pilot about anchoring at Whampoon?—Yes.

The abusing continued right up to Whampoon. Witness told the pilot to anchor at Whampoon. Hanlon contradicted the order with a sneer. After this, witness went to his cabin. Hanlon kept going up and down in front of the cabin and said he would do for him.

Up till what time did he remain on the bridge?—He kept coming in and out till 2 o'clock.

After 2 o'clock, how long did he remain in the cabin?—Until seven in the morning.

What time did you weigh anchor at Whampoon?—At 5.30 a.m.

At 7 a.m. what happened?—The mate commenced abusing me again.

Were you on the bridge then?—All the way to Hongkong.

Did this continual abusing (from 8 p.m. till 2 a.m. and 7 a.m. till arrival in Hongkong) impede you in your duty as master?—It was vexatious and annoying but did not impede me in my duty.

What should you say was his condition at 7 a.m. on the 20th?—He sobbed up.

What happened when you reached Hongkong?—He went ashore immediately the ship was made fast.

By the Court—Is it customary to ask for leave to go ashore when the ship is made fast?—No. As soon as they do their work, they can go.

Did he return to the ship that day?—He came back at noon under the influence of liquor.

By the Court—What led you to think he was under the influence of drink?—He created a disturbance on the wharf.

Did he come on board?—Not for 20 minutes. This time he abused the Assistant Manager and the compradore.

Continuing, witness said that after that he went to sleep. After sleep, Hanlon was so abusive and threatening that witness went to the Harbour Office for protection, where he was told by the Assistant Harbour Master to get rid of him by discharging him.

Did you come to the Harbour Office on more than this occasion?—I went there three times during the afternoon.

What was the result of your applying to the Harbour Office?—He was taken in charge by the Water Police.

In what condition?—He was somewhat sober, having had a nap, but he was very much excited.

Is it possible for him when on duty on the bridge, to have drinks supplied to him?—Yes, by calling the boy.

At this stage, the official log-book containing the Master's statement and bearing the signatures of the Master and pilot, was produced.

By Captain Lloyd—What steps did you take with regard to the stopping of the Chief Officer's liquor after you had seen his condition on the 19th July?—I instructed the steward not to supply him with any more.

By Captain Hodges—Have you ever had any trouble with him before?—No.

Mr. G. L. Austin—Did you read the official log-book to me on board ship?—No, you were not

in a condition for it to have been read out to you.

Witness explained to the Court that he had made the statement on a piece of paper and at the time had not entered it in the log-book. He did not wish to get the Chief Officer into trouble and had fully intended to destroy the document if the latter had quietly returned to work and if all went well.

You said you were on the bridge on the 19th when the *Shiu On* passed?—I did.

Did you see the Chief Engineer talking to me when the *Shiu On* passed?—I did.

Did you see the typhoon signals up when leaving Kowloon?—Yes.

Why did the *Shiu On* have to wait at her wharf half-an-hour on the 18th of July?—She did not have to wait half-an-hour. She sailed at the appointed time.

What condition were you in when you joined the ship at six o'clock on the 18th July?—My ordinary condition.

Mr. John Barr, the Chief Engineer of the *Shiu On*, also gave evidence.

Wong Puk Tung, secretary to the *Shiu On* Company, stated that he was present on board the *Shiu On* at noon on the 20th July. The Chief Officer awoke him and called him a coolie. He waved his hands about and appeared to be greatly excited.

The pilot's evidence, which was mainly corroborative, was also taken.

The Chief Officer stated that they left Wong-moon about 5.55 p.m. just before leaving one of the Customs' official came alongside and hailed him to say that the black typhoon cone was up. The master was in his room at the time, but he afterwards went on the bridge, and got the ship under way. Witness kept his watch, and just before the ship entered Wang-moon he told the pilot to anchor where they were. The argument which occurred at this time was on the subject of whether the vessel should proceed to Hongkong or stay at Wang-moon. The master wanted to go on, but witness objected, and said he did not want to go on and get lost in typhoon. High waves followed. It was after anchoring, and not before, that the master told him to go to his room. He did not go immediately, but went shortly afterwards, and turned in. He denied that the master ordered him below again in the morning when he came on deck at 7 o'clock or at any time that morning. They had some more words, however, and the master told him that he had another man whom he wished to put in his place. The witness added that the captain did not say so in so many words, but gave him to understand that such was the case. Witness did not immediately obey the master's orders on anchoring at Wang-moon, because he thought there should be some one on deck. It was not for him to say who should remain on deck. The master did not come out of his room. He was under the influence of drink at the time, and witness did not consider him fit to take charge of the ship. In spite of that he went below and turned in.

The master of the *Shiu On*, recalled, stated that after he arrived on board shortly after six on the 18th July just before sailing, the compradore came and complained to him that the Chief Officer had thrown two baskets of passenger luggage overboard. The ship was alongside the wharf at the time and the luggage was recovered. The only steps witness took was to ask the Chief Officer what he meant by his action.

(Authorised issue against securities and coin deposited with the Crown Agents for the Colonies and their trustees \$15,000,000.00).....\$14,149,703.00

Current accounts—

(Authorised issue against securities and coin deposited with the Crown Agents for the Colonies and their trustees \$15,000,000.00).....\$14,149,703.00

CURRENT ACCOUNTS

Silver \$ 95,414,652.37

Gold, £4,993,726

12. 5d. = 56,730,866.07

Fixed deposits—

Silver \$ 67,034,168.86

Gold, £4,661,536

12. 1d. = 52,964,800.07

Bills Payable (including drafts on London Bankers, call loans and short sight drawings on London office against bills receivable and bullion shipments) 14,063,599.17

Profit and loss account 5,493,446.41

To balance \$ 15,200,000.00

STERLING RESERVE FUND

To balance £1,500,000 @ ex 2/- \$15,000,000.00

(invested in sterling securities) \$15,000,000.00

By balance 31st December, 1908

£1,500,000 @ ex 2/- \$15,000,000.00

\$15,000,000.00

SILVER RESERVE FUND

To balance \$15,200,000.00

Cash \$55,260,999.73

Coin lodged with the Hongkong Government against authorised and/or excess note circulation 13,000,000.00

Bullion in hand and in transit 4,318,503.50

Indian Government rupee paper 2,099,088.72

Consols, colonial and other securities 10,213,250.76

Sterling reserve fund investments, viz.—

£1,208,000 2½% Consols

at 82 £90,500

(of which £55,000 lodged with the Bank of England in a Special London Reserve)

£255,000 2½% National war loan, at 90 229,500

£325,000 other sterling

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S

Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VICTORIA. 12 DAYS HONGKONG TO VANCOUVER. SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

"EMPEROR OF JAPAN"

SATURDAY, AUG. 14TH.

"EMPEROR OF CHINA"

SATURDAY, SEPT. 4TH.

"MONTEAGLE"

SATURDAY, SEPT. 18TH.

"EMPEROR OF INDIA"

SATURDAY, SEPT. 25TH.

"Empress" Steamer will depart from Hongkong at 6 p.m.

12 noon.

"Monteagle"

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train

and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 23 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Asiatic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Birth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line). 17.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only 100 Class of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADE, D.J., General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

| For | Steamship | On |
|--|------------|-----------------------------|
| KOBE & MOJI | HIN-SANG | THURSDAY, 12th Aug., 3 P.M. |
| MOJI | CHIUN-SANG | FRIDAY, 13th Aug., 4 P.M. |
| MANILA | YUEN-SANG | FRIDAY, 13th Aug., 4 P.M. |
| SHANGHAI | KWONG-SANG | SATURDAY, 14th Aug., 4 P.M. |
| MANILA | LOONG-SANG | FRIDAY, 20th Aug., 4 P.M. |
| SHANGHAI, YOKOHAMA, KOBE | FOOK-SANG | TUESDAY, 24th Aug., Noon. |
| & MOJI | FOOK-SANG | TUESDAY, 24th Aug., Noon. |
| SINGAPORE, PENANG & CALCUTTA | KUT-SANG | TUESDAY, 31st Aug., 3 P.M. |
| RETURN TOURS TO JAPAN (OCCUPYING 24 Days). | | |

The steamers "Kitasen," "Nanicas" and "Fook-Sang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Island Sea), and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Ningpo, Ports, Chaochow, Tientsin & Nanking.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD., General Managers.

Telephone No. 61, Hongkong, 10th August, 1909.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|--|------------|----------------------|
| MANILA | "TAMING" | 13th Aug., 3 P.M. |
| TSINGTAU, CHEFOO & NEWchwang | "NANCHANG" | 13th Aug., 4 P.M. |
| HOIHOW, PAKHOI & HAIPHONG | "SINGAN" | 13th Aug., 9 A.M. |
| SHANGHAI | "KALGAN" | 13th Aug., 4 P.M. |
| WEIHAIWEI & TIENSIN | "KUEIGHOW" | 13th Aug., " |
| SHANGHAI | "ANHUI" | 13th Aug., " |
| SAMARANG & SOURLABAYA | "SHANTUNG" | 14th Aug., " |
| SHANGHAI | "LINAN" | 15th Aug., Daylight. |
| MANILA | "TEAN" | 17th Aug., 3 P.M. |
| MANILA, ZAMBOANGA and USUAL | "CHANGSHA" | 19th Aug., 4 P.M. |
| AUSTRALIAN PORTS | | |
| SHANGHAI | "CHINHUA" | 19th Aug., " |
| SHANGHAI | "CHENAY" | 2nd Aug., Daylight. |
| Reduced Saloon Fares, single and return, to Manila and Australian Ports. | | |
| DIRECT SAILING TO WEST RIVER, Twice Weekly. | | |
| S.S. "LINTAN" and S.S. "SANUI." | | |
| AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. | | |
| MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon. | | |

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinhsia,) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 61, Hongkong, 10th August, 1909.

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HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|------------|-------|--------------|--------|-------------------------------|
| ZAFIRO | 5540 | R. Rodger | MANILA | SATURDAY, 14th Aug., at Noon |
| RUBI | 5540 | R. W. Almond | " | SATURDAY, 21st Aug., at Noon. |

For Freight or Passage, apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 10th August, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI,
KOBE, YOKOHAMA, HONOLULU and
SALINA CRUZ (Mexico).S.S. AMERICA MARU 5,000 tons gross..... Sail 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU 6,000 " 26th Oct., 1909, at Noon.
S.S. MANSHU MARU 5,000 " 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSDA,

Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 20th July, 1909. [257]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

—(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

| For | Steamers | Tons | Leaves |
|----------------------|------------------------|-------|---------------------|
| TACOMA VIA KEELUNG | "BUJUN MARU" | 6,178 | SATURDAY, 28th Aug. |
| SHANGHAI, MOJI, KOBE | "SEATTLE MARU" | 6,178 | SATURDAY, 28th Aug. |
| HAMIDA | Capt. Shimizu and Yoko | 6,178 | SATURDAY, 28th Aug. |

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

| For | Steamers | Leaves |
|----------------------------|-------------------|---------------------------------|
| SHANGHAI VIA SWATOW | "BUJUN MARU" | THURSDAY, 12th Aug., at 10 A.M. |
| AMOY and FOOCHEW | Captain Y. Fusano | at 10 A.M. |
| TAMSUI via SWATOW & AMOY | "DAIGI MARU" | SUNDAY, 15th Aug., at 10 A.M. |
| ANPING via SWATOW and AMOY | Capt. H. Murayama | at 10 A.M. |

The steamers of the CHARGEURS REUNIS CO. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further particulars, apply to E. A. BEWETT, Superintendent.

Hongkong, 7th August, 1909. [499]

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN and SOUTH AMERICAN PORTS.)

THE Steamship

"CALDONIA,"

Captain W. Hayward, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 21st August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Mongolia," 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamers proceeding direct to Marsilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Caldonia," due in London on 3rd October, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further particulars, apply to E. A. BEWETT, Superintendent.

Hongkong, 7th August, 1909. [499]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

COMMERCIAL.

TO-DAY'S EXCHANGE.

| | |
|------------------------------------|-------|
| Selling. | 18/3 |
| London—Bank T.T. | 15/16 |
| Do. demand | 15/16 |
| Do. 4 months' sight | 19/16 |
| France—Bank T.T. | 2/19 |
| America—Bank T.T. | 4/28 |
| Germany—Bank T.T. | 1/8 |
| India T.T. | 13/1 |
| Do. demand | 13/1 |
| Shanghai—Bank T.T. | 7/4 |
| Singapore—Bank T.T. par H.K. \$100 | 7/4 |
| Japan—Bank T.T. | 8/4 |
| Java—Bank T.T. | 10/4 |

Buying.

| | |
|---|----------|
| 4 months' sight L.C. | 19/13/16 |
| 6 months' sight L.C. | 19/5/16 |
| 30 days' sight San Francisco & New York | 4/28 |
| 4 months' sight do. | 4/18 |
| 30 days' sight Sydney & Melbourne | 19/7/16 |
| 4 months' sight France | 2/23 |
| 6 months' sight " " | 2/25 |
| 4 months' sight Germany | 1/8 |
| Bar Silver | 2/23 |
| Bank of England rate | 2/21 |
| Sovereign | 11.44 |

SHIPPING AND MAIIS

MAILS DUE

Indian (Lightning) 4th inst.

Indian (Gregory Apair) 15th inst.

Indian (Fookang) 19th inst.

German (Prins Waldemar) 20th inst.

The H. A. L. ss. *Sambu* left Shanghai on 7th inst., p.m., and may be expected here on 11th inst., a.m.The P. & A. Co.'s ss. *R. J.* sailed from Macao on 9th inst., at 7 a.m., and will arrive at this port on 11th inst.The Imperial German Mail s.s. *Prins Stjern*, which left here on 10th ult., at daylight, arrived at Sydney on 9th inst., at 8 a.m.The N. Y. K. s.s. *Awa Maru*, European Line, left for this port via Shanghai on 9th inst., and is expected here on 16th inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory.

On the 10th at 11.55 a.—The depression, which is still near Oshima (N. Loochoo), appears to have a very slow motion towards N.W.

Pressure is low also over Central China. It has increased considerably over the northern shores of the Sea of Japan, and remains high over the S. part of the China Sea and the S. Philippines.

Strong W. and S.W. winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.97 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.W. winds, strong; squally thunder-showers.

2.—Formosa Channel, S.W. and W. winds, strong.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Zafiro, Br. s.s. 1,629, R. Rodger, 9th Aug.—Manila 7th Aug., Geo.—S. T. & Co.

Yuenlong, Br. s.s. 1,721, P. H. Rose, 9th Aug.—Manila 7th Aug., Gen.—J. M. & Co.

Haimun, Br. s.s. 616, J. W. Evans, 10th Aug.—Swatow 9th Aug., Gen.—D. L. & Co.

Jason, Br. s.s. 4,800, T. G. Steever, 10th Aug.—Japan 27th July, and Foochow 8th Aug., Geo.—B. & S.

Mandarin, Man., Jap. s.s. 3,246, Shimidate, 10th Aug.—Miike 4th Aug., Coal.—M. B. K.

Antiochus, Br. s.s. 5,795, G. D. Keag, 10th Aug.—Tacoma via Japan 15th July, Gen.—B. & S.

Bilow, Ger. s.s. 5,232, F. Prisch, 10th Aug.—Bremerhaven 3rd June, and Singapore 6th Aug., Mails and Gen.—M. & Co.

Prince Ludwig, Ger. s.s. 5,723, F. von Binzer, 10th Aug.—Yokohama 1st July, Mails and Gen.—M. & Co.

Pacifus, Br. s.s. 1,027, D. M. Scott, 10th Aug.—Weihaiwei 3rd Aug., Salt and Gen.—B. & S.

Clearances at the Harbour Office.

Haiyang, for Swatow.

Departures

Aug. 10.

Avalon Afric, for Shanghai, &c.

Hangzou, for Shanghai.

Haiyang, for Coast Ports.

Anton, for Canton.

Passengers arrived.

Per Yuenlong, from Macao—Mr. B. C. Naron.

Per Haimun, from Swatow—Misses W. A. Farrell, H. F. Chalkley and J. H. Solman.

Per Zafiro, from Manila—Mrs. H. Macdonald, Miss Grant, Dr. W. B. Shelley, Mr. A. Lewis, Major and Mrs. Hayes, Misses Gotes, J. T. Gale, W. W. Whiston, G. Martin, Paymaster F. T. Farrell, U.S.N., J. S. Bryan, U.S.M., Misses H. Schmidt, P. S. Saber, Chas. B. Kohr and W. S. King.

Per Bilow, for Hongkong from Southampton—Mr. and Mrs. J. H. Tsab, from Genoa—Misses John Schiebmann, F. Neubauer, H. Warzel, H. Meyersberg, J. H. Thompson and Chas. D. Merson, from Naples—Al Long, from Singapore—Mr. Chub, Misses J. Murray, J. Jaksow, Misses W. C. Mortham, Kho Fia, Fan Kia Soo, Tan Ky Sook, Tan Beng Kee, Tong Kamo, Lo Moh Poh, and Mr. and Mrs. Wong Sui Peng.

Per Prince Ludwig, for Hongkong, from Yokohama—Mr. and Mrs. Loosd, Miss A. E. Fitz Henry, Misses I. P. Hin, W. C. C. Meiss, W. S. Sue, T. B. Tong and L. S. Chan, from Kobe—Misses Tong Gee and E. P. Franklin, from Nagasaki—Mr. T. Kleinpeter, from Shanghai—Mr. and Mrs. P. T. Tong, Misses Becker, R. Robinson, Miss M. Kelle, Mr. R. Parker, Mr. and Mrs. Hibbs, Miss Henderson, Mrs. Creastor, Mrs. Emarie Lee, Misses R. West, L. Robert, T. Xavier and child, Mrs. E. Levy children and arah, Rev. D. Flanagan, Miss A. Papier, Misses F. Forni, M. Hirsh, Mrs. T. Chai, and Mr. O. Agard.

Passengers departed.

Per *Chyo Maru*, for Shanghai, &c.—Misses Fred. Boyd, Dwight Whiting, Miss Sophie Creige, Dr. and Mrs. A. J. Cox and 2 children, Miss Mary Arnold, Miss M. J. McLeod, Misses Peter H. McNeille, K. Kondo, L. Lawrence, Hugo Kibb Chi, Wong Tak Kwong, Leondraw Fernando, Rogerio Lagman, W. L. Jenkins, Col. H. S. Wallace, Mrs. C. K. Duolop, Miss Sydne Dunlop, Mrs. M. R. Simpson, Col. W. E. Wilder, Mrs. Anna L. Cummings, Mrs. J. C. Heyer, Rev. and Mrs. D. S. Herick, Dr. Euge'e Talmadge, Mrs. Chu Shee, Misses J. W. Curten, M. McHugh, Mr. and Mrs. M. Kobayashi, child and 2 servants, Misses L. J. K. Johns, S. E. Luckinger, P. Vega, K. Tokunaga, T. Nakashima, T. Mitsubishi and K. Matsuda.

Shipping Reports.

Sir Yuenlong, from Manila—Moderate S.W. monsoon throughout.

Sir Bilow, from Bremerhaven, &c.—Fair weather with changeable winds.

Sir Zafiro, from Manila—Fresh S.W. wind and moderate sea fine clear weather.

Sir Haimun, from Foochow—Fresh S.W. breeze and moderate sea weather equally.

Sir Profiling, from Wei-wei-wei—Fresh S.W. monsoon from Fongting to port with high S.W. swell.

VESSELS IN PORT.

STAMMERS.

Asia—Br. s.s. 2,453, Harry Gaukroger, 6th Aug.—San Francisco 10th July, Honolulu 17th, Yokohama 29th, Kobe 30th, Nagasaki 1st Aug., and Shanghai 4th, Mails and Gen.—P. M. S. S. Co.

Borneo, Ger. s.s. 1,344, F. Sembil, 7th Aug.—Sandakan and Aug., Timber and Gen.—M. & Co.

Buji Maru, Jap. s.s. 1,304, F. Fuseno, 8th Aug.—Shanghai via Swatow 1st Aug., Gen.—O. S. K.

Carl Diederichsen, Ger. s.s. 1,710, J. Kayser, 9th Aug.—Haiphong 27th July, Gen.—J. & Co.

Changchow, Br. s.s. 1,102, A. Partridge, 6th Aug.—Wakamatsu 30th July, Coal—B. & S.

Chidori, Nor. s.s. 1,102, H. Nielsen, 9th Aug.—Bangkok via Swatow 8th Aug., Gen.—Kin Tye Long.

Coblenz, Br. s.s. 1,269, W. W. King, 5th Aug.—Canton 4th Aug., Gen.—B. & S.

Chungsang, Br. s.s. 1,148, W. E. Sawyer, 6th Aug.—Canton 5th Aug., Ballast—J. M. & Co.

Coblenz, Ger. s.s. 3,100, H. Raegener, 6th Aug.—Kuchinozu, 2nd Aug., Ballast—M. & Co.

Cyclops, Br. s.s. 5,747, H. C. Harris, 7th Aug.—Manila 5th Aug., Gen.—B. & S.

Dorner, Br. s.s. 1,502, J. Jenkins, 6th Aug.—Saigon 2nd Aug., Gen.—Man Fat & Co.

Devawong, Ger. s.s. 1,057, F. Rehwoldt, 8th Aug.—Bangkok 1st Aug., Gen.—B. & S.

Dios Hermanos, Am. s.s. 540, M. Morales, 6th Aug.—Manila 3rd Aug., Ballast—Jorge & Co.

Dover, Br. s.s. 1,502, J. Jenkins, 6th Aug.—Saigon 2nd Aug., Gen.—Man Fat & Co.

Devawong, Ger. s.s. 1,057, F. Rehwoldt, 8th Aug.—Bangkok 1st Aug., Gen.—B. & S.

Ecklund, Br. s.s. 5,747, H. C. Harris, 7th Aug.—Manila 5th Aug., Gen.—B. & S.

Eliphiots, Br. s.s. 2,967, J. W. Martin, 6th Aug.—Chin-wang-iao 1st Aug., Ballast—G. L. & Co.

Fochow, Br. s.s. 1,228, Vincent, 2nd Aug.—Cebu and Illois 29th July, Gen.—B. & S.

Germania, Ger. s.s. 1,113, C. J. Jorgenson, 8th Aug.—Canton 7th Aug., Gen.—J. & Co.

Hauban, Am. s.s. 1,105, D. F. Avado, 9th Aug.—from Illois, Sugar—Captain.

Helios, Br. s.s. 2,967, J. W. Martin, 6th Aug.—Chin-wang-iao 1st Aug., Ballast—G. L. & Co.

Hikigijima, Boni Is., 29.73, —, 0—

Hokkaido, 29.66, —, 0—

